

The Liangkong Telegraph.

(ESTABLISHED 1881.)

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TUESDAY, MAY 9, 1905.

二年禮

英九月五號

\$10 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,720,000
Head Office—YOKOHAMA.

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NAGASAKI, HONOLULU,
LYONS, SAN FRANCISCO, SHANGHAI,
BOMBAY, NEWCHWANG,
TIENTSIN, LIAOYANG,
PEKING, DALNY,
KOBÉ.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
" " 4 "
" " 3 "

TAKEO TAKAMICHI,
Manager.
Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 } \$18,000,000
Silver Reserve 5,000,000 }

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
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A. Haupt, Esq.
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A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNT
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED;
On Current Account at the rate of 2 per Cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
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For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 27th March, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ Pct
CRNT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXE
DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1905. [23]

THE
DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin
Tientsin
Calcutta
Tsingtao
Hankow
Tsinanfu

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Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTINU GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned by application. Every description of
Banking and Exchange business transacted.

M. HOMANN,
Manager.
Hongkong, 1st April, 1905. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSSEN & Co.
Hamburg, 28th Mar., 1905. [25]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maldura, Kure, Shimonesaki, Momi, Wakamatsu,
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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Milne, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokkaido, Hondo, Ichimura, Kanada, Mamada, Masanoura,
Osoro, Otsuji, Sashima, Tsubakuro, Yoshinotani, Yoshihi, Yonekibara and other Coal
Co. MINAMI, Manager, Hongkong. [26]

INTERNATIONAL BANKING
CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,947,200
RESERVE FUND GOLD \$ 3,947,200

HEAD OFFICE: NEW YORK.

HEAD OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and accepts
Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 18th February, 1905. [27]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896

Shanghai Taels.

UNSUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON, PENANG,

CHEFOO, SINGAPORE,

HANKOW, TIENSIN,

PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans
mittals Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
2 per Annum Fixed Deposits for 3 months.

4 " " 6 "

5 " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [28]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 " 3 " 2 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [29]

ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system
and act also as a First-class Tonic.

IN BOTTLES \$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,

Hongkong. [30]

Hongkong, 28th March, 1905. [31]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, PERA	A. L. Valentini	About 10th May	Freight only.
COLOMBO, PORT SAID and MARSEILLE			
YOKOHAMA VIA SHANGHAI, MUJI and KOBE, Passing through the Island Sea.	E. G. Andrews	About 13th May	Freight only.
SHANGHAI	G. Philippa	About 19th May	Freight and Passage.
LONDON, &c.	CHUBAN, H. W. Kerrie, R.N.R.	May 20th, Noon	See Special Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 6th May, 1905. [32]

Intimations.

The King

among scientifically condensed foods is Bovril.
In the smallest possible bulk Bovril has every
virtue a true food should possess—it is nourishing
and strengthening—it is a stimulant and a
warmth-giver; and, besides being very appetising,
is thoroughly digestible. Bovril is a great help
to the cook, too.



YEBISU BEER.

Per Case of 8 Dozen Pints

\$15.50.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [33]

JOHN DEWAR SONS & CO., PERTH WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 12/1

KRUSE & CO.
Sole Agents.

CONNUGHT HOUSE,

Hongkong, 1st July, 1904. [34]

This space is reserved for

LONG, HING & CO., PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [35]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,
GENERAL HOUSEHOLD

REQUISITES,
&c., &c., &c.

Telephone 256.

Hongkong, 6th May, 1905. [36]

ACHEE & CO.

ESTABLISHED 1859.

DEPOT

Shipping—Steamers.**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	3,651 tons	Captain H. D. Jones.
"POWAN"	2,318	R. D. Thomas.
"FATSHAN"	2,200	W. A. Valentine.
"HANKOW"	3,073	C. V. Lloyd.
"KINSHAN"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days	about 3 P.M. (See special Summer Time-table).	Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.		Cheap Excursions on Sundays, per S.S. "Houan," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	1,881 tons	Captain J. Willcox.
"NANNING"	669	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yuenki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

Fares:—Canton to Wuchow Single \$15.00. Return \$25.00.

Canton to Tak-Hing Single \$12.50. Return \$21.00.

Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN"	Gapt. B. Branch.	S.S. "SANUI"	Capt. H. Black.
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing.	Departures from Wuchow about three times every week calling at the same ports.		

Fares:—Hongkong to Wuchow Single \$17.50. Return \$35.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trip to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"	Capt. R. Birss.	S.S. "HONGKONG"	Capt. Maxfield
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon.	Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon.	Returning daily (Monday excepted).	

Fares:—Hongkong to Kong Moon Single \$6.00.

Hongkong to Kumchuk Single \$7.00.

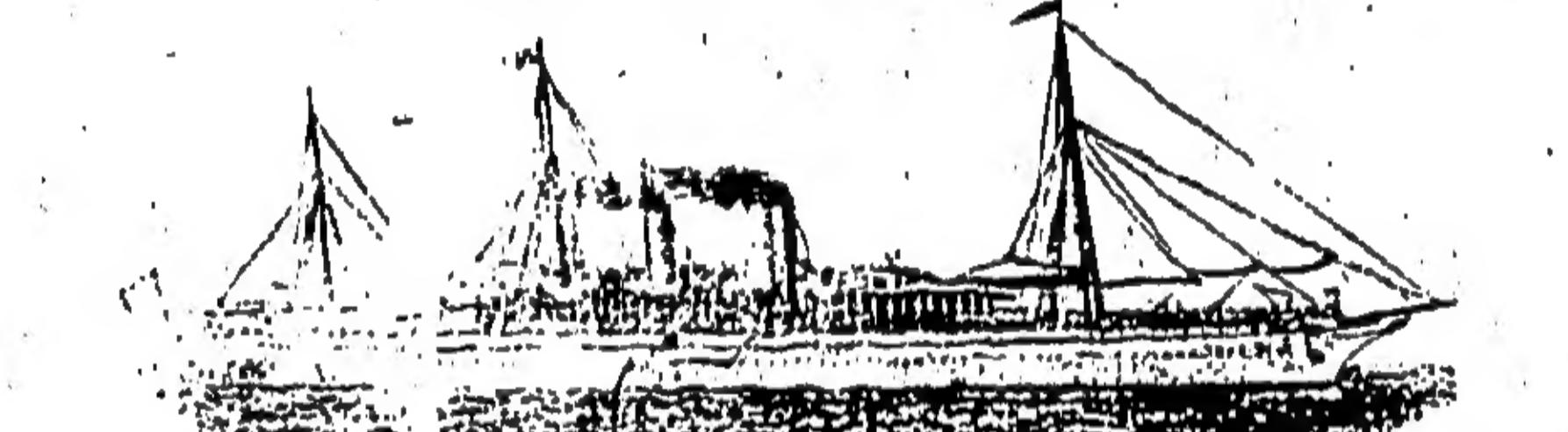
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meal charged extra.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWINEY,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 10th May.
"ATHENIAN"	2,440	WEDNESDAY, 24th May.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 31st May.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 21st June.
"TARTAR"	4,435	WEDNESDAY, 5th July.

Hongkong to London, 1st Class, via St. Lawrence Lfo. via New York £62.

Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Map, Guide, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 4th May, 1905.

HAMBURG-AMERIKA LINIE.**OSTASIATISCHER DIENST.**

Taking Cargo at through Rates to ANWERPEN, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAVRE, BREMEN AND HAMBURG; (Calling at S'PORE, PENANG & COLOMBO).	11th May.
C. FERD. LAELISZ	HAVRE and HAMBURG; (Calling at S'PORE, PRIMANG & COLOMBO).	12th June.
von Hoff	HAVRE and HAMBURG; (Calling at S'PORE, PENANG & COLOMBO).	28th June.
BRISGAVIA	HAVRE and HAMBURG; (Calling at S'PORE, PENANG & COLOMBO).	Freight.
Russ	HAVRE and HAMBURG; (Calling at S'PORE, PENANG & COLOMBO).	26th July.
SITHONIA	HAVRE and HAMBURG; (Calling at S'PORE, PENANG & COLOMBO).	Freight.
ASILIA	HAVRE and HAMBURG; (Calling at S'PORE, PENANG & COLOMBO).	26th July.
NUBIA	NEW YORK VIA SUEZ, Habel (with liberty to call at the Malabar coast).	2nd June.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 9th May, 1905.

D. NOMA, TATTOOER,

6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905.

IMPERIAL GERMAN MAIL LINES.**NORDDEUTSCHE LLOYD BREMEN.****EUROPEAN LINE.**

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ARTWICH, BREMEN, HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.**(SUBJECT TO ALTERATION.)**

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 10th May.
KOON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 21st June.
ZIETEN	WEDNESDAY, 5th July.
DARMSTADT	WEDNESDAY, 19th July.
SACHSEN	WEDNESDAY, 2nd August.
SCHARNHORST	WEDNESDAY, 16th August.
PRINZ HEINRICH	WEDNESDAY, 30th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 13th September.
PREUSSEN	WEDNESDAY, 27th September.
ROON	WEDNESDAY, 11th October.
BAYERN	WEDNESDAY, 25th October.
GNEISENAU	WEDNESDAY, 8th November.
PRINZ ALICE	WEDNESDAY, 22nd November.
SACHSEN	WEDNESDAY, 6th December.
PRINZ REGENT LUFTPOLD	WEDNESDAY, 20th December.
PRINZ HEINRICH	

ON WEDNESDAY, the 10th day of May, 1905, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHE LLOYD, Captain R. Dahl, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above.

Shipping Orders will be granted till NOON, on MONDAY, the 8th May, Cargo and Specie will be received on Board, until 3 P.M., on TUESDAY, the 9th May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th May.

</div

Intimation.

**WM. POWELL,
LIMITED.**
—ALEXANDRA BUILDINGS.—

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NEW
LACE
AND
MUSLIN
CURTAINS.

DAINTY
UPHOLSTERING
AND
ART FABRICS.

LAMP
SHADES!!!
CANDLE
SHADES!!!

ELECTRIC-
LIGHT
SHADES!!!
DAINTY
AND
ELEGANT,
Prices from 50 cts. to \$27.50 each.

A Splendid Variety of
CROCKERY,
comprising
TOILET SETS,
DINNER SERVICES
JUGS,
CUPS & SAUCERS
&c., &c.
and

A Selection of
DAINTY GLASS
FLOWER
VASES.
&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG,
Hongkong, 8th May, 1905.

Notice of Firm.

NOTICE.

We have authorized Mr. FREDERICK SALINGER to sign our firm from this date.

REISS & Co.

Hongkong, 5th May, 1905.

DRUMS AND DRUMMERS.

To many people the idea of the drum as a musical instrument may sound incongruous, but, as Mr. W. B. Robertson tells us in the April number of Cassell's Magazine, the older composers used timpani in pairs, generally tuned to tonic and dominant; but Meyerbeer (himself a timpanist) constantly wrote for three, and in his opera *Robert le Diable* used four, and gave to them a fascinating little melody. Modern composers generally write for three, and, moreover, use them to produce different effects. Whereas these instruments were formerly used merely to enforce the forte, they are now much more effectively employed for orchestral colour and atmosphere and delicate nuances. Occasionally they have been used as solo instruments. Beethoven has thus treated them in several instances in his symphonies, and Julius Rauch, formerly Capellmeister of Dusseldorf, wrote a solo in which he used six timpani and allotted to them the melody, the orchestra making the accompaniment. This was played by Mr. Gabriel Cleather at the Crystal Palace with Sir August Mann's orchestra in 1885, and created no little stir in the musical world, as it furnished a practical illustration of the greater use that may be made of these instruments under capable and artistic treatment. At an anniversary of the battle of Trafalgar, Miss Reeves was singing the "Death of Nelson" before a distinguished gathering of ladies and gentlemen on the old *Victory* at Portsmouth. He was stationed as nearly as possible on the spot where the great Admiral died, and everything was done to make the performance profoundly impressive. When this song is rendered with orchestral accompaniment, the bass drum comes in with a most effective crash at the words, "At last the fatal shot," the tenderest passage in the piece. There was no accompaniment at all on this occasion, but a midshipman just at the musical moment heaved an iron canister down the main hatchway, and created a sensation that bordered on panic. That improvised drum-effect would have been better left out, as happened with a different result to another drum-effect. This was at a provincial festival in the north. Included in the programme was the Andante of Haydn's "Surprise Symphony," in which the drum has occasionally only one note to play, and that note constitutes the surprise. For such an important note—a note on which the success or failure of the whole piece hangs—it was decided that no local drummer would do. The reputation of the whole festival depended upon that note being properly struck and in time, and the only man to whose care it could be entrusted was Sir Michael Costa's celebrated drummer, Robert Seymour. Seymour's fee, besides his railway fare, was £1. The money was paid and the piece went on; but at the critical moment the drum was silent. It was the most surprising "Surprise Symphony" that had ever been rendered.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 5th May, 1905.

[539]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,
of
VALUABLE LEASEHOLD PROPERTY,

situate at Caine Road, Victoria, Hongkong,

ON
FRIDAY,

the 12th May, 1905, at 3 P.M.,

Mr. GEO. P. LAMMERT, Auctioneer,
at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land Office as Section A of Inland Lot No. 423 and Section A of Inland Lot No. 523 with the Message and Buildings thereon, known as "DINDER," No. 51, Caine Road, and contain in the whole 29,138 square feet, and are held from the Crown for the residues of the respective terms of 999 years. Annual Crown Rent \$7,65.

For further particulars and conditions of sale, apply to—

EWENS & HARSTON,
Bollicitors for the Mortgagor,
or to
GEO. P. LAMMERT,
Auctioneer.

Hongkong, 5th May, 1905.

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GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 13th day of May, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND abutting Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from July 1st, 1905.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Annual Rent.	Upset Price.
			N.	E.	S.	W.		
Inland Lot No. 751	Conduit Road	85' 91' 75'	10' 50' 50'	85' 91' 75'	10' 50' 50'	85' 91' 75'	£1,00	£1,00

Hongkong, 6th May, 1905.

[540]

Intimations.

CAFE WEISMANN.

The Public are invited to pay a visit to our new

TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT.

Entrance—

No. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905.

[46]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

PAJARAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given on every purchase.

10, QUEEN'S ROAD,

Watson's Building.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1905.

AN ACT DECREED ON THE
MINING FROM DIVINES.

Mr. Robert Koch, the celebrated bacteriologist of Germany, once told a story which only indirectly refers to science, but which is worth repeating if only to show how the scientific mind does not preclude a sense of humour. A young friend of mine, (says a writer in the Penny Magazine), who was studying for the medical profession, was on his way to Berlin to study under Koch. When I arrived in Berlin some months later, my friend introduced me to the great doctor, and it was at that first meeting that he told me this tale: "Some indefatigable English and American women in China," he said, "have organised what they call a 'Natural Feet Society' for the purpose of exerting moral and intellectual pressure against the Chinese practice of compressing girls' feet. And the moral and intellectual argument used by the Chinese in opposition is exceedingly amusing. For example, a Chinese gentleman here in Berlin, a member of the Chinese Embassy, a college graduate and a most charming fellow, presented me with a silken shoe so tiny that no healthy European baby—not even a girl baby—could possibly get it on. Yet my Chinese friend told me that the shoe fitted his sister's foot perfectly, and that his sister was exactly sweet sixteen. 'I'm charmed with your gift,' I said to him; 'but it would be a good thing for your country-women if that "Natural Feet Society" could get a foothold.' For some minutes the young Chinaman made no answer. Then he picked up a woman's magazine that lay on the table, and, turning to the portrait of a society girl, said: 'I'm charmed with your gift of logic, but it would be a good thing for your country-women if my people over here would form a "Natural Waist Society," and teach your girls that a small foot is a very much more comfortable thing than a small waist!'"

COMMERCIAL.

TO-DAY'S EXCHANGE.
Selling.

London—Bank T.T. 10/7/16

Do demand 1/10

Do 4 months' sight 1/10

France—Bank T.T. 1/35

America—Bank T.T. 1/55

Germany—Bank T.T. 1/95

India T.T. 1/40

Do demand 1/40

Shanghai—Bank T.T. 7/18

Japan—Bank T.T. 1/92

Iava—Bank T.T. 1/23

Buying.

4 months' sight L.G. 1/10

6 months' sight L.C. 1/10

30 days' sight San Francisco & New York 1/61

4 months' sight 1/61

90 days' sight Sydney and Melbourne 1/11

4 months' sight France 2/39

6 months' sight 2/40

4 months' sight Germany 1/96

Bay Silver 1/64

Bank of England rate 1/2 1/2

Per picul

Miuwa New 1,150

Old 1,230

Older 1,280

Oldest 1,350

Per chest

Paita New 1,130

Recares New 1,100

Pasian (Papier) 780/910

Special Prices for Quantities

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[546]

THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM which, by the bye, is always known by the "GOLDEN BUTTERFLY" on the tin, keeps excellently anywhere and everywhere. When opened, it is as fresh and sweet as though it had just been skimmed from the freshest dairy milk.

Nothing but praise has been received from those who have had it.

NO PRESERVATIVE OF ANY KIND IS USED.

THIS IS ABSOLUTELY QUARANTEED.

Purer—particulars, prices, booklets and samples on application.

SOLE AGENT—

H. RUTTONJEE,

5, Aguilar Street, Hongkong.

37, Elgin Road, Kowloon.

Hongkong, 19th April, 1905.

[548]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VŒUX ROAD CENTRAL.

The only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Has been patronised by the Hongkong Club,

Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satis-

faction."

GOLD BY OHMISITE

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E
BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
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Hongkong, 1st April, 1905.

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RUSSIAN prisoners now in Japan, according to official investigations made on April 26, number 6,160 including 913 officers.

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WITH THE RUSSIAN ADMIRAL IN KAMRAHN BAY.

There arrived in harbour late last evening a weather-stained steamer which had every appearance of having traversed the ocean for many a long day. Her hull was thick with rust which had eaten into the plates and the upper part of the ship was badly in need of paint. She was the German steamer *Neunzehn* which left Cardiff with coals early in the year and subsequently put into Kamrahn Bay where she met the ships of the Baltic Fleet and after discharging her cargo came across to Hongkong. But very little additional information was gleaned by a visit aboard, the officers being very reticent concerning what they saw or heard, but were certainly positive that the Fleet was ready to meet Admiral Togo whenever that great naval officer put in an appearance. When the steamer left the bay early on the morning of the 5th inst. Capt. Fischer counted forty-five vessels in the neighbourhood, of which about twenty were warships. His steamer left there on Friday morning and came across to Hongkong.

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THE GOVERNOR OF CHEKIANG, NIEH CHU-KUEI, has sent five hundred Mexican dollars to Rev. Kennedy in connection with the attack on his mission at Yuhuan-hsien in medical expenses, if such be the case they will likewise not have failed to notice the strong general likeness in the conditions of the conflict. The campaign in the Crimea inflicted the minimum of disturbance upon mankind, while the present strife between the Western and the Eastern Powers, however desperate it has been and however prolonged it may prove, is interfering as little as might be expected with the progress and happiness of the world at large. The harm which the belligerents can do to one to the other is practically confined to their fightingmen, for it is impossible for either side to strike at the heart of the other. Whatever success may attend the advent of the armada in the China Sea it does not seem likely that the troops of the Tsar will ever be in the vicinity of Tokio, and it is equally improbable that the Mikado's armies will sweep across to the Russian capital. The war is one of endurance with financial staying power the most important factor in the termination of the struggle, and in this respect it appears to have been generally assumed that Russia must outlast Japan. But when one realises that, although the revenues of the former are vastly greater than those of the latter, her expenses are proportionally greater that conclusion can scarcely be said to be sound. It was the constant drain on her resources that brought Russia down in 1854, when England was just beginning to feel strong enough to do some real damage in the field, and would have done it if France, for reasons of her own, had not been so anxious for peace. Then as now the Russians departed from their usual practice and landed themselves in trouble from not being able to believe that their opponents could be in earnest. Indeed the analogy between fifty years ago and to-day is remarkable as can be further illustrated by quoting the words in which Hamley sums up the results of the Crimean campaign. "For a whole generation," he says, "the world continued to have the benefit of the war in the enforced quiescence of Russia. Her wounds were too deep to permit her during that time to attempt measures of aggression, or to indulge a desire to disturb the peace of the world. And this resulted that the point of attack upon her had been rightly and fortunately selected. The small proportion of coast line she exposes to the descent of an invader, the immense distances from the extremities to the heart of the Empire, the scarcity of roads, the rigours of the climate, all rendered the attack of the Western Powers upon Russia, a nearly insoluble problem. But, on the other hand, when once she had resolved to bring all her resources and all her might to bear on the defence of Sebastopol, these conditions turned against her and rendered her course absolutely ruinous. Her troops were obliged to traverse enormous spaces to reach the point of conflict, the length and bad condition of the lines of communication rendered the supply of the Army difficult and extravagantly costly, the winter brought untold losses to the columns moving through mud and snow and exposed to piercing winds. The requisitions for supplies and transport

THE "ECHO DE PARIS" announced last month that the French armoured cruiser *Montcalm*, flying the flag of Admiral Bayle, commander of the Far Eastern squadron struck on a rock in the Day of Along, Saigon, but without sustaining serious damage.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 7th May, 1905.

Library Museum

Non-Chinese..... 295 119

Chinese..... 92 1,717

Total..... 387 1,836

THE JAPAN HERALD understands that two of the public institutions of Yokohama are considering the advisability of having a regular supply of frozen meat from Australia and New Zealand. If the scheme is found to be practicable it is proposed to allow the public to share in the undertaking, by supplying the meat retail at lower prices than it is at present obtainable.

THE GENERAL OFFICER COMMANDING inspected the 25th Baluchis on Whitfield Barracks Parade Ground at 9.30 this morning, and expressed himself as well pleased with the appearance of the men. There was no march past, and the men were soon dismissed. At the same time he presented the 3rd Class Order of Merit to a Native Officer of the 11th Infantry for gallant services in action at Uganda.

ON Sunday night a woman, well-known about the town, was ejected from a hotel, for being drunk and disorderly, and as she continued her disorderly conduct outside, she was removed to the lock-up, to await her trial before the Magistrate this morning. She died, however, last night in the Government Civil Hospital, to which she had been removed earlier in the day, as she showed every sign, when in the police cell, of suffering from something more serious than the results of a drunken bout.

THE FOLLOWING TELEGRAPHIC INFORMATION dated 1st inst. has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch en Landbouwexploitaie in Langkat, Ld.:—

Gallons.

Daily aggregate output of Crude Petroleum..... 81,000

Crude Petroleum in Tanks at date..... 190,000

Kerosene made since the date of the preceding 4-monthly telegram..... 79,000

Kerosene shipped since the date of the preceding half-monthly telegram..... 130,000

Kerosene in stock at Refinery at date..... 61,000

A DETERMINED house-breaker is Ng Fong, but he will be safely kept out of mischief for a while, and looked after by a paternal government, for he has house-broken once too often. It appears that on the 1st inst., a Chinaman's house, No. 14, Moon Street, Wan Chai, was broken into, and clothing stolen, and while the police were making search for the culprit, there only appearing to be one—a report was made that another house, No. 18, Irving Street, East Point, had been broken into and a valuable lot of clothing stolen. Ng Fong was arrested on suspicion, and in his possession was found part of the proceeds of both robberies. This morning Ng was placed before Mr. Herzland, who promptly sent him to one month's hard labour on each count.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers

all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen

at the service of European Firms.

Hongkong, 27th December, 1904.

(33-m)

THE HONGKONG TELEGRAPH, TUESDAY MAY 9, 1905.

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TELEGRAMS.

[Reuters.]

The British Naval Manœuvres.

London, 7th May.

The countermanding of the Naval manœuvres has evoked much speculation of every description, but it is generally understood that the decision is due to the continuance of the war, and to apprehension that delicate situations might be caused by grand manœuvres while the Russian and Japanese fleets are at sea; moreover, it would be inconvenient to deplete the China squadron at the present time.

The Stud.

Later. M. Bass, the owner of Sceptre, has bought the stallion Cyllene, for 30,000 guineas.

Russia.

The Tsar, addressing 1,150 cadets promoted to officers, at Tsar Koesel, mentioned that they had been promoted four months earlier than usual owing to the heavy losses of officers in Manchuria.

[N. C. D. News.]

Hints for Indo-China.

Tokio, 4th May.

In reference to the stay of the Baltic Fleet at Hon Kohe the papers write sceptically concerning the sincerity of French neutrality. Moderate remonstrances, they say, are unavailing and they urge more vigorous action. They recall the English occupation of Denmark during the Napoleonic campaign, the sinking of the Caroline and Ningara, and the German intimation that they would occupy Belgium in 1873.

Osaka, 4th May.

A Paris telegram states that a counsellor of the Japanese Legation there has inquired of the Foreign Minister whether the French authorities of Indo-China have fully exercised their rights in supervising the coasts of Indo-China, and preventing trade in contraband.

The Success of Japan Domestic Loan.

Tokio, 4th May.

The fifth Exchequer Bonds have already been subscribed twice over.

Japan Honours Her Dead.

Tokio, 4th May.

A national festival opened at Tokio yesterday, and will be continued till to-morrow, in memory of over 30,000 men who had fallen in the war up till the end of last January. The Emperor and Empress were indisposed, but H. I. H. Prince Fusimi was present as proxy for His Majesty in the forenoon and Prince Kanin attended on behalf of the Empress.

There is intense enthusiasm; the city is entire. Families have come up to the metropolis from all parts of the country and the trains have overflowed.

THE MACKAY TREATY.

Mr. Edward S. Little writes to the N. C. D. News on the 3rd inst., as follows:—

Referring to the telegram to the Foreign Office, I forwarded the same to Peking, through the British Consul here, asking the Minister to be good enough to forward the same to Lord Lansdowne. Late last night I received a reply that the Minister regretted he was unable to be the channel for the forwarding of this message to the British Government, and further informing me that specific complaints from British subjects would receive the attention of himself and His Majesty's Government.

Since British authorities are unwilling to forward a telegram from British merchants, I have this morning dispatched the same direct to Lord Lansdowne. The telegram, which was signed by more than seventy British merchants, is worded as follows:

"British merchants draw Government's attention to fact China ignores Mackay Treaty rendering same ineffective. In most essentials China actively opposes currency, mining, taxation, navigation stipulations. Beg. British Government insist on Treaty being made immediately operative."

The public will probably be interested to know that the same telegram has been forwarded to the China League with the special request that Members of Parliament, who are also members of the League, will urge the question on the Government in the House of Commons.

I understand also that the China Association has wired to its London Committee, requesting them to back up this telegram.

It is also being forwarded to the London Press.

By these means every possible effort is being made to compel Government's attention to this now burning question.

Commenting on the telegram to Lord Lansdowne, the *Shanghai Times* says:

It was Kipling who wrote: "The light that failed" but it required a combination of the wits of the East and West in the persons of Sir James Mackay and H. E. Sheng Kung Pao to collaborate in that wonderful work, "The Treaty that failed." That wonderful treaty through which China was to be pardoned—for, let it be remembered that in the year 1902, China was still presumably the supplicant for mercy—for one of the greatest crimes against those laws which alone constitute nations as nations; the crime of attempted violation of the sanctity of the legations. The peace protocol was the actual pardon, but the much belated Mackay Treaty of commerce set forth in its various clauses the conditions of pardon. Here was good common ground to start on. When the task was entrusted to Sir James Mackay, China was a criminal nation in the position of a supplicant for mercy. That mercy was to be accorded on certain conditions. Splendid! Could any treaty commissioners have a greater opportunity than

SHIPPING JETSAM.

Captain Boller, of the British s.s. *Kumsang*, from Calcutta, via Singapore, reports that on May 4th off Anambas Islands, he sighted one Italian warship, accompanied by a three-masted transport.

It is not often that three large German lines are alongside the Kowloon wharves at one time. Such was the case to-day when the *Petra Sigmund*, the *Prussia* and the *Bayer* were lying there.

The Yokohama Vice Court declared the following steamer to be confiscated on the 28th ult., despite the petitions of Mr. Akiyama, barister of Yokohama:—The British steamer *M. S. Dollar*, the Austrian steamers *Burma* and *Sime*; and the British steamer *Wesfield*.

Vessels arriving from the North report foggy weather continuously from Japan to the outside of the harbour, and consequently nothing was seen on the way down. Neither the German mail-s.s. *Prussia* nor the R. I. M. S. *Dufferin* had anything but "log" to report.

A Tokio wire of the 3rd inst., to the *Shangai Mercury*, says:—In the Gulfs of Pechili and Liao-tung there are many mechanical mines floating and the season of dense fog having begun the navigation there has become very dangerous, not only at night but even in day-time. Therefore the Japanese Government has issued an order to suspend navigation to Yinkow (Newchwang) from Japan temporarily.

THE FLOATING MINE DANGER.

Official explanation and denials notwithstanding there still appear to be a good many genuine floating mines in the northern seas. The destruction of two was reported yesterday, says the *N. C. D. News* of 4th inst.

The C. M. S. *Yushun* (Captain Prati) reports that on the 2nd inst., a mine was sighted in Lat. 30° 45' N., Long. 122° 30' E. It was probably the mine seen by the C. N. S. *Passing* on the 23rd of April, having drifted the distance of thirteen miles southward during the intervening week. The *Yushun* circled round the mine at a distance of 200 yards, and shots were fired at it. Several hit the body of the mine, but it refused to explode. The captain then closed in to about 100 yards' distance. The first shot at the reduced range hit the body of the mine; the second hit the centre spike, causing it to explode "lostantly," throwing a volume of water and smoke 150 feet in the air. There is no danger to a ship from an explosion at this distance, and if those on board are protected from falling pieces by sufficient overhead cover it is quite safe to approach to that extent.

The C. M. S. *Hsuehchi* (Capt. Whitelaw), from Tientsin, reports that at 11 a.m. on the 1st inst., a floating mine was sighted ahead in Lat. 33° 45' N., Long. 122° 35' E. The engines were stopped, but after an hour's sharp firing with Winchester rifles, the captain and officers failed to explode the mine. As it lay in the direct course of shipping between Shanghai and the N. E. Promontory, the captain thought it advisable, if possible, to tow the mine to Woosung and hand it over to one of the men-of-war to explode. A boat was lowered in charge of the chief officer, Mr. P. A. Miller. Mr. Ralph McCord, one of the passengers, volunteered to accompany the chief officer, in order to get some snap shots. On arriving at close quarters it was seen that the mine was spiked and bottom up. A rope was made fast by Mr. Miller to a chain attached to the mine, and this was taken back to the steamer, where a wire rope was also secured to it. Capt. Whitelaw proceeded at first slow ahead, but afterwards at full speed. After the mine had been towed for about two hours, it suddenly exploded with a terrific report.

P. & S. N. CO.'S TURBINE STEAMERS.

The *Lunkoo*, *Lingoo*, and *Liaotung* class of turbine steamer which the British India Steam Navigation Company is now putting into service brings Indian coasting mail services well up to date. The somewhat cramped dimensions of this new class of ship is said to be dictated in part by the configuration of a certain berth in the Bombay Docks. The owners are to be thoroughly congratulated on their enterprise in this departure. They are likely, we fear, to find their new ships heavy on the coals; if not, regular fire-eaters. As far as we can learn they do 16 knots quite comfortably and can do, or at least upon trials have done, 18 at a pinch. They have very prettily modelled hulls, and indeed are quite a credit to all concerned; and their motion in a moderate seaway is said to be very notably easier than that of 12-knot vessels of their size with either single or twin screws. How long—in incommunicative parlance—they will keep out of the shops is a point of much interest at present on the kness of the gods. It is clear they can't well strain themselves by racing unless they first turn bottom-up—*Indian Engineering*.

NEGLIGENT NAVIGATION.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Harbour Master, an inquiry was held this morning at the Harbour Office into the circumstances connected with the charge of negligent navigation preferred by Captain R. N. Ormanoy, commander of H.M.S. *Andromeda*, against the master of the steam launch *Gretchen*. Kwok Fat, certificate No. 290, in the waters of this Colony, on the 4th inst.—Mr. L. West, midshipman, stated that on the 4th inst., at about noon, he was in charge of the ship's picket boat steaming towards Murray Pier, when he observed the steam launch *Gretchen*, on her port bow, near the Naval Yard extension, steaming across the course of the picket-boat, on a course parallel to the shore. When about 100 yards from the picket-boat the *Gretchen* sounded two blasts on her whistle, as if she was altering her course to port, but she did not do so. She continued on her course full speed, and had it not been that witness eased the speed of the picket-boat and ported his helm there would have been a se-

sious collision. As it was the boats passed within a few feet of one another—Kwok Fat, master of the *Gretchen*, said he did not see the picket-boat until he was close to her, and demonstrated the position of the two boats with models, showing that the vessel was clearly on his starboard bow, and that he did not give way as he should have done, by the rule of the road.—His certificate was suspended for six weeks.

RUSSIAN WARSHIPS AT CHEFOO.

CHINESE NEUTRALITY.

Chefoo, 27th April.

As I wired you to-day, the *Stal* has been removed to within the reclamation mole here, towed by a steam launch of the Maritime Customs at about 3 o'clock of the 26th April. She is one of the four Russian torpedo boat destroyers which came into the port of Chefoo at the time of the capitulation of Port Arthur and was, afterwards dismantled and put under the strict guard of the Chinese authorities. She was, when she came in here, the flagship of the Commodore of the Russian destroyer flotilla.

Chinese naval bluejackets nailed three big logs on both sides of the destroyer and tied her up. The three others are, it is understood, to be removed to the new mooring gradually. I have made special inquiry at the Chinese authorities here in the matter, and was told that the old mooring of the destroyer, namely the Bluff (Chefoo island), is a good anchorage for protection against the north wind but it is not well protected against the south wind of the summer season and that the Chinese authorities had simply made the destroyer change her moorings to a safer anchorage.

From the explanation there seems to be no deep meaning in it. However, as I wired you as soon as the news of the approach of the Baltic Fleet towards the China coast was received Mr. Mizuno, Japanese Consul here, told the Chinese authorities on the 12th April that he knew perfectly well that the Russian destroyers could never leave Chefoo, but in case Russian warships at Shanghai should leave there at the approach of the Baltic Fleet Japan might take steps to protect her own interests.

The Acting Taotai here wired to the Customs Taotai Ho who was on his tour, and Viceroy Yuan, on the matter and therefore Taotai Ho suddenly returned to Chefoo to effect the removal of the mooring of the Russian destroyers with the explanation above given. This removal will avoid any complication in the matter.

It is really due to the ever energetic and far-sighted action of Taotai Ho that this step to avoid any diplomatic troubles in future has been taken. And he is indeed worthy of being in such a responsible position.

It is reported here that the Chinese cruiser *Hai-shing* which has been here for a long time is leaving for Shanghai to strengthen the watch on the Russian warships in Shanghai.

SHANGHAI MERCURY.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st May.

LEVEL.

1904 1905

Tytan..... { 50' 6" below } 34' 8" below

{ overflow } overflow

Byewash..... — 28' 3" below

{ overflow } overflow

Pokfulam..... 17' 8" below 13' 7" below

{ overflow } overflow

Wong-nai..... 4' 9" below 4' 21" below

{ cheong } { overflow } overflow

STORAGE GALLONS.

1904 1905

Tytan..... 5,800,000 154,280,000

Byewash..... — 228,100

Pokfulam..... 1,300,000 36,720,000

Wong-nai-cheong..... 581,000

Total..... 5,168,100 191,025,000

Consumption of Water in the City of Victoria and Hill District during the month of April.

1904 1905

Consumption... 75,972,000 124,422,000 gallons

Estimate pop... 223,300 228,100

Consumption per head per day..... 16.9 18.2 gallons

Intermittent supply during the whole month of April, 1901.

Constant supply during the whole month of April, 1905.

Consumption of Water in Kowloon Peninsula during the month of April.

1904 1905

Consumption... 12,049,000 14,335,000 gallons

Estimate pop... 67,350 73,050

Consumption per head per day..... 6.0 6.5 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 9th at 11.55 a.m. The barometer has risen over E. Japan, and fallen in N. China.

Pressure is highest over S.E. Japan. It appears to be low over Manchuria.

Gradients continue slight over S. China and light variable winds indicated in the Formosa Channel and light S. and SE. winds over the part of the China Sea.

Forecast:—Variable winds, light; fine.

THE STEAMSHIP.

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before 9 A.M., TUESDAY, MORNING.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at 9.30 A.M.

All claims must reach us before the 2nd instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER Lloyd.

MELCHERS & Co., Agents.

Hongkong, 8th May, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo, by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 13th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"NINGCHOW"	10th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.
GLASGOW and LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	16th June.
GLASGOW and LIVERPOOL	"YANGTSE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	13th May.
"NINGCHOW"	21st June.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YOGROW"	10th May.
MANILA	"TAMING"	10th "
CERU and ILOILO	"SUNGKANG"	11th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	13th "
TSINGTAO, CHEFOO and TIENTSIN	"CHILI"	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th May, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 20th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME& CO.,
GENERAL MANAGERS.

Hongkong, 6th May, 1905.

HONGKONG—NEW YORK.**AMERICAN ASIATIC STEAMSHIP CO.**

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship "ATHOLL"..... About 18th May, at 4 P.M.
"NORDPOL"..... 15th June.

For Freight and further information, apply to

SHEWAN, TOME& CO.,

General Agents.

Hongkong, 6th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on
"ARABIA"..... 4,483 Bable May 16th, 1905,
"ARAGONIA"..... 5,158 Schuldt May 30th, " "
"NICOMEDIA"..... 4,370 Wagner June 26th, "
"NUMANTIA"..... 4,370 Brethmar July 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.**REDUCTION IN PASSAGE RATES,**

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [18]

STEAM TO CANTON.

THE New Twin Screw Steamer

Tons Captain

"KWONG CHOW"..... 1,309 J. P. MARTIN

"KWONG TUNG"..... 1,238 H. W. WALKER

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Arrive Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ... \$4

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905. [18]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

SHANGHAI HANGSANG!... WEDNESDAY, 10th May, 4 P.M.

MANILA YUENSANG!... FRIDAY, 12th May, 4 P.M.

SANDAKAN MAUSANG!... SATURDAY, 13th May, Noon.

SINGAPORE, PENANG & CALCUTTA KUMSANG!... TUESDAY, 16th May, 3 P.M.

TIENTSIN WOSANG!... THURSDAY, 18th May, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

General Managers. [460]

Hongkong, 9th May, 1905.

TRIPS TO CANTON AND MACAO.

THE Yek On Company's Splendid Steamer

"YING KING," Captain T. Austin, R.N.R.

1,083 tons, Registered.

Captain E. I. Page, will leave Hongkong for

Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M.

returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot

FARES:

First Class single journey to Canton \$3.00

Second, " " " 1.50

First, " " " with Cabin 3.00

" " " return " " " with Cabin 3.00

Breakfast, Tiffin or Dinner \$1 each only. Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. Perspicua.

For further information, apply to the Office of

YUK ON S.S. CO., LTD., No. 216, Wing Lok Street, Hongkong, or to

Messrs. WENDT & CO., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 1st May, 1905. [18]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N.R.

Optional Goods will be landed here unless

instructions are given to the contrary before

1 P.M., TO-DAY.

CENTENARIES.

At least three centenaries of note are due this year, the Centenary of Don Quixote, the Centenary of Trafalgar, and the Schiller Centenary of which notice has already been taken.

The first of these is from some points of view by far the most interesting of the three, both for the intrinsic qualities of the immortal story and of its widespread effect. Schiller is thoroughly known in Germany only, and the battle of Trafalgar has been cherished as a holy memory only in England, but Don Quixote is a cosmopolitan, at home as much under arid and torrid skies as in those temperate scenes that gave him birth and breeding.

Who is there of all the well-read, civilised world, Briton, Gaul, German, Russian, or what not, who has not laughed over the escapades of the Knight of La Mancha? Can it be possible that there should be one nation, nay, one town of any size anywhere in the world, which has not got somebody with a very warm corner in his heart for Sancho Panza? It cannot. Wherever two or three are gathered together in the name of literature, there is the Don in the midst of them, and that to bless. We are told, how it came to pass that Sancho was created.

"At first there was no Squire Sancho, and indeed none would have been needed if the original plan of a short satire of the chivalric romance had been adhered to.

"When the tale developed into a realistic portrayal of contemporary Spain, contrasted with the romantic fictions suggested by a great national aberration, a figure to personify the prosaic reality was necessary as a foil to the exalted hallucinations of Don Quixote, and Sancho came into existence."

Three hundred years have passed since the publication of this wonderful book, and it is as fresh to-day as it was then, as green a delight, and far more widely known. Some of its sayings and fancies have taken root in English so as to be almost proverbial expressions. Whenever one persists in attempting manifestly foolish things, he "lets at windmills," just as his great prototype did before him. Spain has sunk almost to nothingness, but her son is greater than ever. His sun has risen never apparently to set, and he is shed his beams with more dignity over foreign realms than over those which gave Cervantes more of poverty and neglect than of wealth or honour.

Our own especial centenary will be that which recalls to us the "crowning mercy" of Trafalgar, remarks the *Shanghai Mercury*.

Fate has so willed it that we are, at the present moment, more friendly to the French and they with us than has been the case for many years past, and for that reason there will be nothing in any British celebration which can possibly hurt the feelings of our friends. Indeed, it has never been our custom to rub it in with any who have been unfortunate in conflict against us. Our sporting training is entirely against such a practice. Once over, war is looked on as more or less of a great game. If we have won, so we shall, take our beating as men should, without whine or whimper. In fact, at the time of Trafalgar, France was in the hands of an unscrupulous gang as are the Russians to-day. If Japan wins in the present war it must not be imagined that she has conquered Russia. She has but whipped a corrupt autocracy. So with France and Trafalgar. In that memorable fight, it was Napoleon, not France, that Great Britain was battling with. And Napoleon was at least as great an enemy to France as is the set of autocratic place-holders in St. Petersburg of Russia.

We do not, as yet, know the form which the Nelson Centenary will take. It is early for details to be settled, but it may be taken for granted that the memory of the man who gave to England the undisputed command of the sea which she still holds will be honoured in fitting manner.

The Schiller Centenary we shall hear a great deal of during the next week or so. Our German fellow-residents have every reason for making the occasion one of more than ordinary. Schiller does not grow on every bush. In all the centuries, Germany has produced but one, and only one of her sons can by any stretch of the imagination be placed on a higher pedestal in the national esteem—Goethe. It is unfortunate that the number of Englishmen speaking German is not nearly so great as that of Germans speaking English. Were it so, we might return the compliment done us by the careful study of Shakespeare in the Fatherland by similar careful reading of great German master-pieces. Still there are good translations in our own tongue, and these we would recommend to our fellow-countrymen who wish for something new to read. Let them try the trilogy, part of which is to be given on the ninth, the great tragedy of Wallenstein. They will find in it, translation as it is, and therefore necessarily inferior in parts to the original, qualities of the very highest order, qualities which, to the present writer at any rate, increase in grandeur and feeling as the play proceeds. The Camp is good in its way; *Piccolomini* is better, but neither is to be compared with the Death, and it is only, we should imagine, its length and the immense difficulties in its representation which ruled out the third part of the great work to admit the first two. "Wallenstein's Death" is tedious here and there, but in other parts it rises to the great tragical heights of the old Greek play, and its denouement as fatalistically inevitable as the decrees of doom. It is no wonder that Carlyle called it the greatest work of the eighteenth century. Of the other works of Schiller we have no space to write.

Each of the three centenaries is in its way a triumph in the cause of freedom. Cervantes relieved mankind from the bonds of a stupid system of chivalry. Schiller promoted the cause of freedom on the continent, while Nelson secured the same blessing for all the oceans of the world.

SAHIDJINNU.

Zafiro, Br. s.s., 1,611, R. Rodgers, 8th May.—Manila 6th May, Gen.—S. T. & Co.
Brand, Nor. s.s., 1,517, J. Johannsen, 8th May.—Wuhu and Chinkiang 2nd May, Rice and Ground-nuts—Kwang Wan Wo.
Prinz Sigismund, Ger. s.s., 3,300, D. Lent, 8th May.—Sydney 15th April, Gen.—M. & Co.
Carl Diederichsen, Ger. s.s., 774, H. Schlakier, 8th May.—Haiphong 4th May, Gen.—J. & Co.

Kumsang, Br. s.s., 2,077, E. J. Buller, 8th May.—Calcutta 23rd April, Penang 20th, and Singapore 3rd May, Gen.—J. M. & Co.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 8th May.—Manila 5th May, Gen.—B. & S.

Sungkang, Br. s.s., 1,011, Pennefather, 8th May.—Iloch'ong 5th May, Gen.—B. & S.

Preussen, Ger. s.s., 3,278, R. Dahl, 9th May.—Yokohama and Shanghai 6th May, Mails and Gen.—M. & Co.

Halmus, Br. s.s., 636, Ar. Robson, 9th May.—Tamsui via Amoy and Swatow 8th May, Gen.—D. L. & Co.

Kwangkee, Ch. s.s., 1,474, R. Lincoln, 9th May.—Shanghai 5th May, Gen.—C. M. S. N. Co.

Dufferine, Br. r.s., 3,967, Piffard, 9th May.—Taku 3rd May.

Forstek, Ger. s.s., 1,814, Oehlrich, 9th May.—Newport 18th Jan, and Hone Koho Bay 5th May, Ballast—J. & Co.

Hansang, Br. s.s., 1,762, Wilde, 9th May.—Caston 8th May, Gen.—J. M. & Co.

Kwanghing, Ch. s.s., 1,316, Wm. H. Lunt, 9th May.—Caston 8th May, Gen.—C. M. S. N. Co.

Yemsoon, Fr. s.s., 1,238, J. Lehmann, 9th May.—Caston 8th May, Gen.—S. & Co.

Yochow, Br. s.s., 1,506, J. H. Brown, 9th May.—Caston 8th May, Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

Hongkong, for West River.

Charles Hardwick, for Canton.

Domenico, for Quang-chow-wan.

Prins Sigismund, for Kobe.

Yach Lee, for West River.

Yochow, for Ningpo.

San Cheong, for Canton.

China, for Shanghai.

Kwangtung, for Canton.

Jason, for Singapore.

B. A. Brock, for Moji.

Kwangtung, for Canton.

Hua, for Quang-chow-wan.

Wingchau, for Macao.

Robert Cooke, Fr. for Along Bay (Tonkin).

Devawonge, for Swatow.

Charterhouse, for Amoy.

Suisang, for Singapore.

Holming, for Shau-tung-sung.

DUPTURES.

May 9.

China, for San Francisco.

Andres Richman, for Bangkok.

Devawonge, for Swatow.

B. A. Brock, for Moji.

Venus, for Manila.

Shantung, for Yokohama.

Jacob Diederichsen, for Haiphong.

Hatching, for Swatow.

West York, Br. brq., 720, W. J. Posta, 13th April.—Newcastle 15th Jan, Coal.—E. A. T. Co.

SHIPS PASSED THE CANAL.

Outward—1st April—Arcadia, Yunnan,

4th April—Aigencourt, Denbighshire, Monckton,

Nippon, Transil, Wish, 7th April—Verona, Ernest Simons, 8th April—Monarch, St. Eustert, Ithaca, 11th April—Travis, Athens, Tiberghen, Charles, Welton, Sfagno, 15th April—Menelaus, Alameer, Palermo, Sultaur, Ningchow, 18th April—Andalusia, March, Bentomond, St. George, Tigris, Briseis, 25th April—Barbaria, Abovius, Hecto, Tannenfels, Oldhamia, Scottish Barled, Kessum, Manica, Paghesian, Monarch, Polynesian, Zambezi, Pudding, 28th April—Albenga, Wilhelmina, Pyram, Palma, 2nd May—Antenor, Achilles, Prins, 6th May—Kolpino, 5th May—Caldonian, Glaucon.

Homeward—1st April—Education, 11th April—St. Hugo, 18th April—Richmond Castle, 23rd April—Monmouthshire, 28th April—Tourane, Malacca, and May—Zetland, 6th May—Prins Heinrich.

Arrivals at Home—1st April—Geele, America, Croydon, China, Sachien, 4th April—Ajax, 8th April—Chile, 11th April—Ideamenus, 15th April—Bucatour, Formosa, 18th April—Barlong, Glenlog, Alesta, Seneca, 25th April—Princess Marie, Prinses Alice, Oceania, Derbyshire, 26th April—Rhonia, Stanton, Patroclus, Prins Regent Lutbold, 1st May—Japan, and May—Ras Isra, Persia, Satsuma, Tourane, 6th May—Keimun, Sambla.

Post Office.

1 Mail will close for—

Quang-chow-wan, Hoihow, Pakhoi, and

Haiphong—Per Huie, 10th May, 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 10th May, 10:30 A.M.

Europe, &c., India, via Tucicorin—Per Preussen, 10th May, 11 A.M.

Macao—Per Haungshan, 10th May, 1:15 P.M.

Shanghai—Per Haungsang, 10th May, 3 P.M.

Manila—Per Taming, 10th May, 3 P.M.

Ningpo and Shanghai—Per Yochow, 10th May, 3 P.M.

Shanghai—Per Yemsoon, 10th May, 4 P.M.

Hoihow and Haiphong—Per Carl Diederichsen, 10th May, 5 P.M.

Macao—Per Haungshan, 10th May, 5 P.M.

Macao—Per Haungshan, 12th May, 1:15 P.M.

Manila—Per Yemsoon, 12th May, 3 P.M.

Shanghai—Per Yemsoon, 12th May, 5 P.M.

Europe, &c., India, via Tucicorin—Per Dumbka, 16th May, 11 A.M.

Singapore, Penang, and Calcutta—Per Kurnias, 16th May, 2 P.M.

Tsingtau, Chefoo and Tientsin—Per Chiali, 16th May, 3 P.M.

Tientsin—Per Woyang, 16th May, 3 P.M.

Manila—Per Rubi, 20th May, 10 A.M.

Europe, &c., India, via Tucicorin—Per Prins Segismund, 30th May, 10 A.M.

Dumka, 16th May, 11 A.M.

Tientsin—Per Woyang, 16th May, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athos, 24th May, 11 A.M.

Frederick, Wilhelmsen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne—Per

Prins Segismund, 30th May, 10 A.M.

Europe, &c., India, via Tucicorin—Per Ernest Simons, 30th May, 11 A.M.

Aragona, Portland—P. & A. Co., May 24

SHIPPING REPORT.

Sir. Zafiro from Manila—Light N.W. wind, smooth sea.

Str. Taming from Cebu—Light N.W. wind, with smooth sea, fine clear weather.

Str. Halmus from Tamsui—Light to strong NE. winds and foggy, sea moderate.

Str. Powson from Yokohama—Dense fog during the voyage from 6th to 9th inst.

Str. Kumiam from Calcutta—Fine clear weather, with light ENE. to NNE. winds, and smooth sea throughout the passage from Singapore.

Str. Yemsoon from Manila—Experienced moderate Ely winds, smooth sea, fine cloudy weather up to Tamkan Island, then fog and light airs.

STEAMERS EXPECTED.

Patrols, From Agents Due

Arabia, Japan, P. & A. Co., May 10

Den of Kelly, Singapore, N. V. K., May 10

Doric, Japan, O. & O. Co., May 13

Palermo, Singapore, P. & O. Co., May 14

Polynesia, Singapore, M. M., May 15

Manchuria, Japan, P. M. Co., May 18

Emp. of China, Vancouver, C. P. R. Co., May 23

Aragon, Portland—P. & A. Co., May 24

Hongkong & Whampoa Dock Returns.

B. A. Brock, at Kowloon Dock.

H. M. S. Albion

Ischia

Holching

Vessels in Port.

STEAMERS.

Mails.
**MESSAGERIES
MARITIMES**

FRENCH MAIL STEAMERS

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA."

Captain Boyer, will be despatched for MAR-
SELLES on TUESDAY, the 16th May,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. ERNEST SIMONS...30th May.
S.S. POLYNESIEN...13th June.
S.S. CALEDONIEN...27th June.

C. de CHAMPEAUX,

Agent.

Hongkong, 2nd May, 1905.

[7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for HATAYA,
PIASIAN GULF, CONTINENTAL, AMER-
ICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
20th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Himalaya, 6,898 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia,
due in London on the 21st July.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 6th May, 1905.

[2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Hyades*	3,755	Gao Wright.	At. May 23
Pleiatdes	3,755	F.G. Purington	June 30
Shawmut	9,606	E.V. Roberts	July 12
Tremont	9,606	T.W. Garlick	Aug. 8

Steamer marked (*) have no second-class
passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queens's Buildings.

Hongkong, 9th May, 1905.

[8]

BOO CHEONG,

昌 賓

STATIONER AND PAPER MERCHANT,

No. 20, Pei-tang Street.

HAS always on hand all varieties of

Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Elkins Duplicator.

Hongkong, 3rd February, 1905.

[6]

For Sale.GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMBS & CO.,
General Managers.

Hongkong, 7th March, 1905. [50]

FOR SALE.

INCANDESCENT
GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG OO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905. [54]

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [55]

To Let.

TO LET.

SIX FIRST-CLASS EUROPEAN

HOUSES in Observatory Road, Tsim
Tsa Tsui, Kowloon. Each with five spacious

well-ventilated living rooms, two bath rooms,

kitchen, garden, tennis courts, servants' quar-

ters, water, gas, electric lights and bell.

Moderate Rent. Possession on or about

1st April, 1905.

Apply to—

ARRATOON V. APCAR & CO.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [306]

TO LET.

WITH IMMEDIATE POSSESSION.

FOREST LODGE, Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

A LARGE BUNGALOW, with splendid

view of the sea front, No. 2, BAY VIEW,

KOWLOON, containing Five Large and Three

Small Rooms, with complete Electrical fittings,

Tennis Court and Garden.

Apply to—

H. RUTTONJEE,

Hongkong or Kowloon.

Hongkong, 2nd May, 1905. [531]

TO LET.

NO. 12, KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 4th May, 1905. [537]

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

TO LET.

A BUILDING at CAUSEWAY BAY, in

present in occupation of the Steata

Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [69]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [66]

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [67]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELBY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	LAST WORKING ACCOUNT.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.				\$1,000,000 \$800,000 \$250,000	\$1,493,408	Div. of \$1.10- and bonus of \$1 @ ex-change 1/11/9/16=\$25.46 for second half-year 1904	5%
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125				\$795 sales
National Bank of China, Limited	99,925	\$7	\$5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	London £80, \$37 buyers
MARINE INSURANCES				\$1,000,000 \$950,000 \$151,902 \$362,306 \$371,445	\$150,494	\$17 for 1903	\$300 buyers